

A PHOTOGRAPHIC SURVEY OF THE
WILMINGTON & WELDON RAILROAD CORRIDOR

Volume IV
(Faison to Rocky Mount)

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INTRODUCTION

The photographs in this volume of *A Photographic Survey of the Wilmington & Weldon Railroad Corridor* were taken between July 2001 and April 2002. A Pharos iGPS-180 global positioning system was used to obtain coordinates for the general location of objects that were found outside incorporated areas, and for other objects deemed beneficial to provide coordinates. In all cases where GPS was used, the coordinates identify a position on a public road where the object can be viewed. Maps used in this study include the *North Carolina Atlas & Gazetteer* published in 1993 by DeLorme Mapping, the *North Carolina State Road Atlas* published by Alexandria Drafting Company in 1999, and W. P. Cumming's *North Carolina in Maps* published in 1966 by the North Carolina Department of Archives and History.

Dr. W. Frank Ainsley of the UNC-Wilmington Department of Earth Sciences, the advisor for this survey, provided information from his *Front Porches, Front Parlors: The Historical Architecture of Faison, North Carolina* (Raleigh: North Carolina Division of Archives and History, 1994) that was helpful in identifying structures in Faison, NC. Beverly Tetterton of the New Hanover Public Library provided access to the Wilmington & Raleigh (later Weldon) annual reports for 1856, 1858, 1860, and 1889. The field crew

included Victor Galloway, Cynthia Johnson, and Chanda Wynne. F. Donald Hickman proofed the final draft of this volume.

Three brick depots are featured in this volume. The first, the Wilson Depot is built in the Spanish Mission Style, and is maintained in its original state, and is still a functioning train station. The second is the Elm City Depot, formally Joyner's Depot, located between Wilson and Rocky Mount. It is built in the style of other Wilmington & Weldon Railroad depots found in small towns; for example, it is similar in design and size to the Wallace Depot (*See* Figures 308 through 315 in Volume III). The unique characteristic of the Elm City Depot is its brick construction and slate roof. Finding such a substantial structure in a small town located within a short distance of two cities where major rail connections exist is surprising. The Elm City Depot, however, is nonfunctional, abandoned, and in a state of disrepair. The final brick railroad structure worthy of notice is the Rocky Mount Station, the finest example of its kind in the Wilmington & Weldon Railroad Corridor. It is built in the Romanesque Style that was favored by the Wilmington & Weldon Railroad, and later the Atlantic Coastline Railroad, for its most important structures during the late 19th and early 20th century. Most of the ACL buildings that once existed in Wilmington were built in this style. The City of Rocky Mount has restored and maintains this magnificent structure.



Figure 429

The W. Deems Clifton House (N 35° 06.4103, W 078° 08.0483) on East Center Street was built in 1909 (See Ainsley, W. Frank. *Front Porches, Front Parlors, The Historic Architecture of Faison, North Carolina*).



Figure 430

This structure on the property – apparently used as a garage apartment – has been damaged by fire.



Figure 431

The W. Deems Clifton House has a kitchen building in the rear.



Figure 432

The front part of the house shows the classic 2 rooms over 2 rooms I-House configuration.



Figure 433

This is the front view of the same house. The house is facing Highway 117 and the railroad.



Figure 434

The photograph shows the rear attachment from the north side.



Figure 435

This Kwik Gas service station on south side of Faison is abandoned.



Figure 436

The John N. Hollingsworth House on West Center Street on the south side of Faison was built in 1915 (See Ainsley, W. Frank. *Front Porches, Front Parlors, The Historic Architecture of Faison, North Carolina*).



Figure 437

The W. E. Hill Servants Quarters, the one room structure at the rear of this photograph, was built in 1890 (See Ainsley, W. Frank. *Front Porches, Front Parlors, The Historic Architecture of Faison, North Carolina*) and was moved to East Center Street (part of the former Dr. John M. Faison property).



Figure 438

The building to the left is the same structure. It has a prominent overhanging pediment.



Figure 439

This is the Dr. John M. Faison House on East Center Street. It was built in 1888 (See Ainsley, W. Frank. *Front Porches, Front Parlors, The Historic Architecture of Faison, North Carolina*).



Figure 440

This is the view looking north towards downtown Faison on West Center Street.



Figure 441

This house on East Center Street appears to be heavily modified.



Figure 442

This is the rear platform of Brewer Farm Service on South West Center Street.



Figure 443

The Brewer Farm Service was built in the 1920s. (See Ainsley, W. Frank. *Front Porches, Front Parlors, The Historic Architecture of Faison, North Carolina*).



Figure 444

Another view of the north side of Brewer Farm Service.



Figure 445

This early 20th century commercial building on West Center Street is presently an animal hospital and beauty shop (See Ainsley, W. Frank. *Front Porches, Front Parlors, The Historic Architecture of Faison, North Carolina*).



Figure 446

This center structure near the corner of West Center and West Main Streets is the Faison Fire Station. It was built around 1900 (See Ainsley, W. Frank. *Front Porches, Front Parlors, The Historic Architecture of Faison, North Carolina*).



Figure 447

Detail of the cornice on the Faison Fire Station.



Figure 448

A close up view of the second story windows on the Faison Fire Station.



Figure 449

The Witherington Building, built in 1915, is now the Faison Mart. It is located at the corner of West Center and West Main Streets. The corner section used to be the Faison Post Office (See Ainsley, W. Frank. *Front Porches, Front Parlors, The Historic Architecture of Faison, North Carolina*).



Figure 450

There is a U. S. Coast & Geodetic Survey benchmark on the east side of the Witherington Building.



Figure 451

This is the West Main Street side of the Witherington Building.

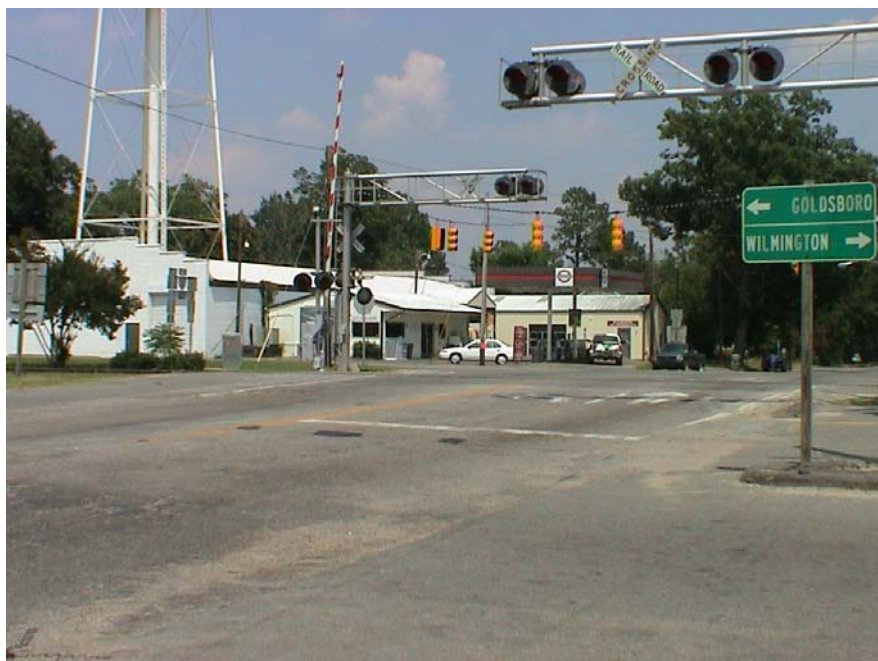


Figure 452

This is a view of the intersection of West Main and West Center Streets facing the railroad crossing.



Figure 453

This is another view of the intersection of West Main and West Center Streets. The south side on the Southern Produce Distributors, built around 1900, can be seen north of the Witherington Building (See Ainsley, W. Frank. *Front Porches, Front Parlors, The Historic Architecture of Faison, North Carolina*).



454

This produce shed, also part of Southern Produce Distributors, is on the opposite side of North West Center Street and fronts the railroad track.



Figure 455

The Southern Produce Distributors shed as viewed from the north end of West Center Street.



Figure 456

Detail of the bays on the same structure.



Figure 457

Detail of the foundation on the same building (*See Figures 454 though 456*).



Figure 458

This is a view of the track on east side of the Southern Produce Distributors shed looking south towards the Brewer Farm Service. The curvature of the track is visible.



Figure 459

This tenement is located on the north side of East Center Street near the railroad track.



Figure 460

At the extreme north end of town the track completes the curve in the direction of Weldon rather than straight to Raleigh, as was the original plan. At this point West Center Street crosses over to East Center Street.



Figure 461

North of Faison is Goshen Swamp (N 35° 08.7110, W 078° 01.6887). This photograph was taken on Highway 117 looking north.



Figure 462

Goshen Swamp was a formidable obstacle to the builders of the Wilmington & Raleigh Rail Road in the late 1830s.



Figure 463

Originally trestlework had to be constructed through Goshen Swamp. It was one of the most extensive area covered by trestles. The trestles were later filled in and embanked.



Figure 464

This trestle is located at the point where Panther Branch where it feeds into Goshen Swamp (N 35° 8.1097, W 078° 7.3336).



Figure 465

The tracks leading into Calypso.



Figure 466

The Calypso Fire Department building on the south side of the intersection of East Center and Trade Streets.



Figure 467

Commercial buildings on the north side of the intersection of East Center and Trade Streets.



Figure 468

This is a view of the tracks leading north at Calypso showing East Center and West Center Streets. The Depot has been moved (*See* Figures 424 through 426).



Figure 469

Calypso Presbyterian Church is located at 116 S. West Center Street.



Figure 470

The Calypso Town Hall is located at the south corner of West Center and Trade Streets.



Figure 471

This is a view of houses on North West Center Street looking to the north.

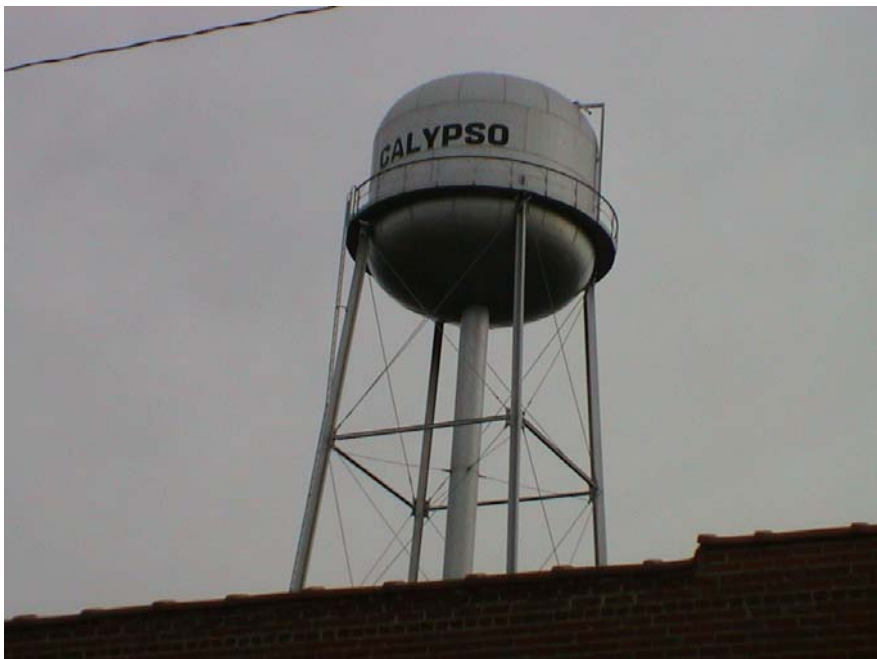


Figure 472

The water tower on the north side of East Center Street.



Figure 473

This a view of the commercial building of the north side of East Center Street looking south.



Figure 474

This unusual building in Calypso is Cindy's Grill & Grocery at 102 S. 4th Street.



Figure 475

Calypso is located at a crossroads.



Figure 476

These ruins of an industrial building start at the north end of Calypso.



Figure 477

This mill is located at the extreme north side of Calypso is Calypso Panel Company (N 35° 09.4539, W 078° 06.0834).



Figure 478

This is another building that is part of the same mill complex.



Figure 479

This 19th century house on Mt. Olive Road faces the railroad track (N 35° 09.8154, W 078° 05.7865).



Figure 480

This tenant house on Mt. Olive Road still has curtains in the windows (N 35° 09.9224, W 078° 05.6847).



Figure 481

This is a view of the south side of the same tenant house.



Figure 482

This is the same tenant house showing the front and south sides.



Figure 483

This facility south of Mt Olive belongs to Coharie Farms, Mt. Olive #1 Division (N 35° 10.0359, W 078° 05.5855).



Figure 484

Houses on the east side of the track at Mount Olive.



Figure 485

Houses on the west side of the track at Mount Olive.



Figure 486

Track once ran beside this warehouse at Mount Olive. The track has been taken up and the warehouse fenced in.



Figure 487

This is another commercial structure on the west side of the tracks at Mount Olive.



Figure 488

On the north side of the same structure is a pile of chairs.



Figure 489

This is the view looking south down the track besides Mt. Olive Road at Dudley.



Figure 490

The Dudley city limits on Mt. Olive Road.



Figure 491

The track at Dudley services the Georgia Pacific Company.



Figure 492

The entrance to the Georgia Pacific Company at the intersection of Brewington and Mount Olive Roads at Dudley.

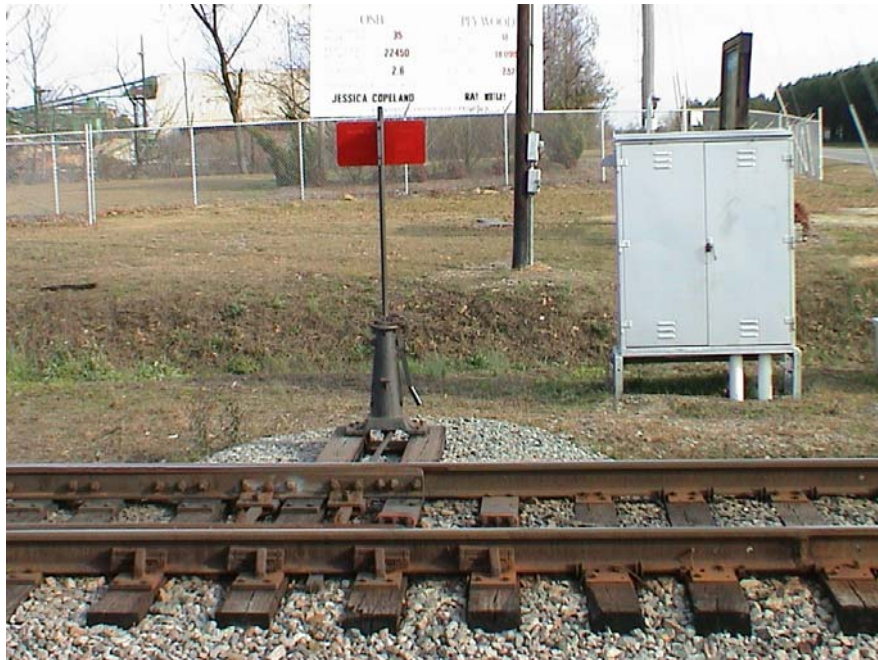


Figure 493

A switch at Dudley near the Georgia Pacific Company.



Figure 494

This is Outlaw Grocery in the town of Dudley (N 35° 16.0552, W 078° 02.5349).



Figure 495

The Village Restaurant is at the intersection of US Highway 117 Alternate and Sleepy Creek Road.



Figure 496

This photograph was taken on 15 March 2002 around noon. All the businesses in the town of Dudley were closed.



Figure 497

The Dudley Grocery & Grill is located on the east side of the railroad track (N 35° 16.0511, W 078° 02.2482). It used to serve as a station stop. Unlike other stores and restaurants in Dudley, the Dudley Grocery & Grill was filled with noontime patrons on 15 March 2002.



Figure 498

This CSX locomotive was parked north of the Sleepy Creek Road crossing near the Dudley Grocery & Grill.



Figure 499

Between Dudley and Brogden the track traverses hilly terrain.



Figure 500

The railroad crossing at Outlaw Road is located behind the town of Brogden (N 35° 17.3152, W 078° 02.1363).



Figure 501

The track from Brogden to Goldsboro runs through this tree-lined corridor.



Figure 502

This is the where US Highway 117 crosses the Neuse River (N 35° 20.6128, W 078° 01.6887).



Figure 503

Beyond this bend in the Neuse River there is a railroad bridge leading from Genoa to Goldsboro.



Figure 504

The tracks split of near Brick Road and Canal Road of US Highway 117 in southwest Goldsboro. This track leads west to Selma.



Figure 505

This is an abandoned Consolidated Pipe Company on Brick Road.



Figure 506

One of the buildings belonging to the Consolidated Pipe Company.



Figure 507

An abandoned house on Brick Road.



Figure 508

The track on Brick Road is near a cemetery.



Figure 509

The Goldsboro City Limits on the southeast side of town.



Figure 510

The yards at Goldsboro.



Figure 511

One of the several brick warehouses at the Goldsboro Yards.



Figure 512

The North Carolina Rail Road sent its first train into Goldsboro in January 1856. Goldsboro was the junction of the two great railroads. The North Carolina Rail Road was the east to west route, and the Wilmington & Weldon Rail Road was the north to south route.



Figure 513

The Norfolk Southern operates on the NCRR tracks.



Figure 514

Another warehouse at the Goldsboro Yards.



Figure 515

These are the last four bays of the same warehouse. Like many of the warehouse in the yards, it appears that they have fallen into disuse. To the north of this warehouse is the intersection of Elm and Center Streets. In 1926, a group of disgruntled citizens removed the track on Center Street in the middle of the night.



Figure 516

On the front of the same warehouse (*See Figures 514 and 515*) one can see how the building is angled to accommodate the track arrangement.



Figure 517

North of Goldsboro is the small community of Belfast. This photograph was taken on Salem Church Road at Belfast. The view is looking south towards Goldsboro.



Figure 518

This is an abandoned farmhouse on land near the intersection of Salem Church Road and Nahunta Road NW.



Figure 519

This is the crossing at Nahunta Road near Belfast (N 35° 28.0778, W 077° 59.0222).



Figure 520

This is the intersection of Salem Church Road and Nahunta Road looking west opposite the railroad track.



Figure 521

The National Welders Building is located on the east side of the tracks at the intersection of Nahunta Road and US Highway 117.



Figure 522

Most of the land in the area around Belfast is used for agriculture.



Figure 523

This is the intersection of Railroad and Main Streets at Pikeville.



Figures 524

The depot at Pikeville was once located near this milepost.



Figure 525

This florist shop is located on NE Railroad Street at Pikeville.



Figure 526

Howell Brothers Grocery is located at the corner of NW Railroad and Main Streets.



Figure 527

The Pikeville Drug Store is located at the corner of SW Railroad and Main Streets.



Figure 528

This is a view of the southwest side of Main Street at Pikeville.



Figure 529

This is a view of SE Railroad Street at Pikeville. The building at the far right of the photograph is own by the NC Department of Cultural Resources.



Figure 530

This is a view looking down NW Railroad Street towards the south.



Figure 531

The railroad crosses this branch feeding into Nahunta Swamp between Pikeville and Fremont (N 35° 30.8482, W 077° 58.8842).



Figure 532

The railroad embankment rises high above the pastureland. There are also the remains of an earlier embankment in front of it.



Figure 533

This is the railroad bridge crossing the same branch (*See* Figures 531 and 532).



Figure 534

The photograph shows the ruins of a bridge in front of the railroad bridge.



Figure 535

This is the intersection of W. Main and US Highway 117 on the west side of the railroad track at Fremont.



Figure 536

This is a close-up of a painted sign on the south side of the commercial building at the corner of E. Main Street and US Highway 117 at Fremont.



Figure 537

This is the Capital Café at the intersection of E. Main and Goldsboro Streets.



Figure 538

This is a view of some of the commercial building on E. Main Street in Fremont (E. Main is perpendicular to the tracks).



Figure 539

These are more commercial buildings north of E. Main Street off US Highway 117 at Fremont.



Figure 540

More commercial buildings located at the north end of E. Main in Fremont.



Figure 541

More commercial buildings located in Fremont.



Figure 542

This is the sign for the town of Fremont located at the north end of Goldsboro Street.



Figure 543

This house is located on the east side of the tracks at the north end of Fremont.



Figure 544

These houses are located on the west side of the track at Fremont.



Figure 545

Many of the houses in Fremont have a similar design. Note the identical chimneys.



Figure 546

These are another set of chimneys on a different house.



Figure 547

This larger structure also has the same chimney design as many of the other houses in Fremont.



Figure 548

Black Creek is located between Fremont and Contentnea Junction (N 35° 37.5436, W 077° 56.8157).



Figure 549

Black Creek is another one of the many obstacles that the Wilmington & Raleigh (Weldon) Rail Road had to cross on its route across the coastal plains.



Figure 550

This is W. Center Street at the south end of the Black Creek community.



Figure 551

This cottage at the south end of E. Center Street in Black Creek has decorative stained glass window in the pediment above the porch.



Figure 552

A close-up of the same window.



Figure 553

This is a view of the track looking south at Black Creek.



Figure 554

This is the view looking north from milepost 142 at Black Creek.



Figure 555

The commercial building on E. Center Street in Black Creek has a design set into the brickwork on its façade.



Figure 556

This store is located on W. Center Street.



Figure 557

The old Bank Of Black Creek is located on W. Center Street.



Figure 558

This store on W. Center Street is at the north end of Black Creek.



Figure 559

This is the east side of the same store at the north end of Black Creek.



Figure 560

This building could have included a depot. On page 39 of the *Proceeding of the Fifty-Fourth Annual Meeting of the Stockholders of the Wilmington & Weldon Rail Road Company* held in 1889, the completion of a brick depot at Black Creek is mentioned.



Figure 561

This is historic Contentnea Junction south of Wilson, NC (N 35° 40.6986, W 077° 55.9476).



Figure 562

Near milepost 139 the former Wilmington & Weldon Rail Road and its spur to Fayetteville join.



Figure 563

This is the view looking south at Contentnea Junction. The track on the right side of the photograph comes from Fayetteville. In the 1890s, the Wilmington & Weldon Rail Road bought the failing Cape Fear and Yadkin Valley Rail Road. This connection to Fayetteville connected the railroads and ultimately formed a great north to south corridor.



Figure 564

This is the railroad bridge over Contentnea Creek.



Figure 565

This is a photograph of Contentnea Creek about one mile west of the junction at Wiggins Mill (N 35° 41.3023, W 077° 56.8442).



Figure 567

US Highway 117/301 crosses Contentnea Creek at Wiggins Mill Reservoir.



Figure 568

Wiggins Mill Reservoir.



Figure 569

Detail of mechanical building at the Wiggins Mill Reservoir.



Figure 570

These tracks cross Goldsboro Street SW near Banks Street SW at Wilson.



Figure 571

This spur crosses Goldsboro Street SW on its way to the downtown industrial area.



Figure 572

This abandoned mill is located on Douglas Street S near the tracks.



Figure 573

The tracks cross and split off at the intersection of Douglas Street S. and Hines Street S. near downtown Wilson.



Figure 574

This house at the corner of Lodge and Wayne Streets in the industrial sector of downtown Wilson is used as a church.



Figure 575

A spur runs adjacent to this structure on Lodge Street.



Figure 576

This is a view of Lodge Street S. looking north to the iron works.



Figure 577

The spur crossing Lodge Street S. also passes through this lumberyard.



Figure 578

Water tanks and a chimney on the southwest side of the track as viewed from Railroad Street S.



Figure 579

This multi-sectioned commercial structures on Barnes Street S. can be seen from the corner of Railroad Street S. and Barnes Street S.



Figure 580

Warehouse on the east side of Railroad Street S.



Figure 581

The south side of the same warehouse seen foreground in *Figure 580*.



Figure 582

A view looking south on east side of Railroad Street S.



Figure 583

A view of the east side of the intersection of Railroad Street S. and Barnes Street S.



Figure 584

At the intersection of Railroad Street S. and Barnes Street S. stands the imposing edifice of a long abandoned warehouse.



Figure 585

The platform of the Wilson Station can be seen looking toward the northwest from the intersection of Railroad Street S. and Barnes Street S.



Figure 586

The Wilson Station on E. Railroad Street.



Figure 587

Detail of the roof covering the platform at the Wilson Station.



Figure 588

The northern side of the Wilson Station.



Figure 589

A view of the north side of Wilson Station from the intersection of Railroad Street E. and Green Street E.



Figure 590

The Western Union Office at the corner of Railroad Street E. and Green Street E.



Figure 591

The railroad crossing at Green Street.



Figure 592

This is a view of the tracks looking south at Elm City (N 35° 48.2486, W077° 51.8261). Elm City was once known as Joyner's Depot.



Figure 593

This is the intersection of S. Broad and W. Main Streets in the old Elm City business district.



Figure 594

On the north side of the intersection of S. Broad and W. Main Streets is the abandoned Elm City Depot.



Figure 595

This is a view of the east side of the Elm City Depot.



Figure 596

This is a view of the Elm City Depot from the northeast side.



Figure 597

This is a view of the Elm City Depot from the southwest side.



Figure 598

Detail of the south side of the Elm City Depot.



Figure 599

An architectural feature found at the Elm City Depot that is common in many of the surviving depots is the curved bracket under the eaves.



Figure 600

Detail of eaves on the southeast corn of the Elm City Depot.



Figure 601

A closer view of the east side doors and bays.



Figure 602

Another view of the east side of the Elm City Depot.



Figure 603

This is a closer view of the freight bay on the northeast side of the depot. Note the ornaments that crown the roof.



Figure 604

This Elm City Bank Building is located opposite the depot on the east side of the tracks.



Figure 605

The words "Elm City Bank" are set in tiles outside of the bank building.



Figure 606

Detail of decorative masonry on the Elm City Bank Building.



Figure 607

The Batts & Williams Building is adjacent to the Elm City Bank Building.



Figure 608

A bell is mounted on the south side of the Batts & Williams Building.



Figure 609

Two more commercial building on the northeast side of the tracks at Elm City.



Figure 610

This is the railroad crossing at Phillips Road in Sharpsburg (N 35° 52.0150, W 077° 49.7108).



Figure 611

The east side of the tracks at Sharpsburg is in Edgecombe County, and the west side is in Nash County at this point. Southeast of the tracks is Wilson County.



Figure 612

This water tower at Sharpsburg is located on the Nash County side of the tracks near Phillips Road.



Figure 613

These commercial building are located on the Edgecombe County side of the tracks at Sharpsburg.



Figure 614

The 19th century house with an elaborate porch is located at the corner of E. Railroad Street and Phillips Road at Sharpsburg.



Figure 615

Continuing south on E. Railroad Street, there is an old “Shotgun House” in a state of advanced deterioration.



Figure 616

A closer view of the same “Shotgun House” on E. Railroad Street at Sharpsburg.



Figure 617

This is another view of the same house.



Figure 618

This is a view looking south from the passenger platform of the Rocky Mount Station.



Figure 619

Detail of ornamentation on the roof over the passenger platform.



Figure 620

Detail of the roof over passenger platform near the east entrance to the Rocky Mount Station.



Figure 621

A view of the east side of the Rocky Mount Station facing the tracks.



Figure 622

Another view of the passenger platform.



Figure 623

This is a view of the south side of the Rocky Mount Station. The station is a beautiful example of the Romanesque Style that represents the more important Atlantic Coast Line buildings.



Figure 624

This is another view of the south side of the Rocky Mount Station. The Station has been restored by the City of Rocky Mount. It is the most elegant and well-preserved station that survives within the original Wilmington & Weldon Railroad Corridor.



Figure 625

This is another view of the south side of the station. Note the massive ten-paneled door, decorative brackets, and tile work on the dormer. The ACL buildings that once existed at Wilmington had similar features. It is unfortunate that the city fathers of Wilmington during the 1960s and 70s lacked the foresight to preserve the architectural treasures of their railroad heritage.



Figure 626

The warehouse adjacent to the station on the south side has been converted into a restaurant.



Figure 627

The load dock on the west side of *The All-Aboard Restaurant* remains as a vestige of its past.



Figure 628

This is a view of the Rocky Mount Station from the east side. The Atlantic Coast Line Railroad expanded the smaller Romanesque style structure on this site (built by the Wilmington & Weldon Railroad) to its present size and appearance.



Figure 629

A closer view of the roof on the west side of the station.



Figure 630

A view of the *porte-cochère* over the entrance to the station on the west side.

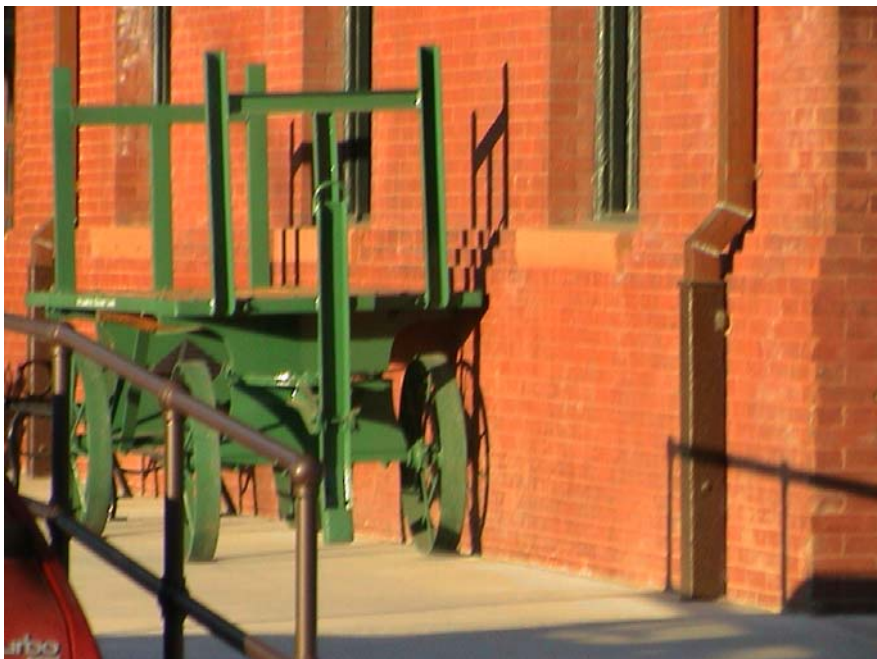


Figure 631

An ancient “float” has been restored and is parked near the west side entrance to the station.



Figure 632

West of the Rocky Mount Station is an old firehouse.



Figure 633

North of the station, the railroad continues through Rocky Mount's business district. The track is located in the center of the street.

FILE CONTAINING P. 105 IS DAMAGED